



Association for the Advancement of Automotive Medicine

NHTSA Priorities in the Bush Administration

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Today's Remarks

Goals

Priorities for 2003

Reauthorization

Persons Killed and Injured and Number of Crashes

	Year		% Change
	2000	2001	
Persons Killed	41,945	42,116	+0.4%
Persons Injured	3,189,000	<i>3,033,000</i>	-4.9%
Fatal Crashes	37,526	37,795	+0.7%
Nonfatal Crashes	6,356,000	6,285,000	-1.1%
Injury Crashes	2,070,000	<i>2,003,000</i>	-3.2%
Property-Damage-Only	4,286,000	4,282,000	-0.1%

Unless otherwise noted, changes in Persons Injured and *Italics* signify Statistically Significant Change

Nonfatal Crashes are not statistically significant.

Sources: FARS, NASS GES

Children, Ages 0 – 4, Killed or Injured, by Role

Role	Year		% Change
	2000	2001	
Killed	710	649	-8.6%
Occupants	541	513	-5.2%
Non-Occupants	169	136	-20%
Injured	71,000	63,000	-11%
Occupants	67,000	60,000	-10%
Non-Occupants	3,000	3,000	0.0%

Unless otherwise noted, changes in Numbers of Injured are not statistically significant.

Note: Totals may not add due to rounding.
Source: FARS, NASS GES

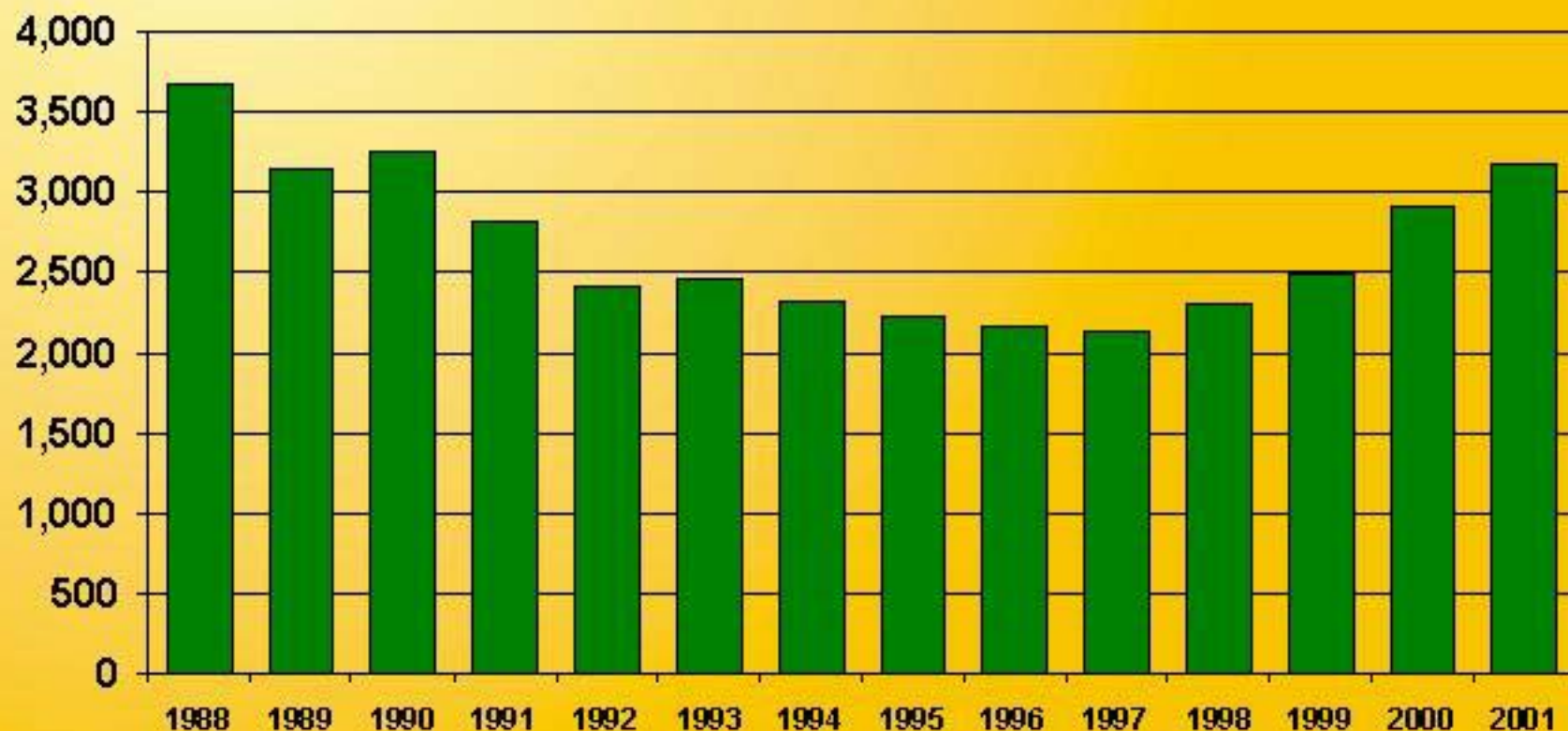
Children, Ages 5-15, Killed or Injured, by Role

Role	Year		% Change
	2000	2001	
Killed	2,121	1,939	-8.6%
Occupants	1,541	1,397	-9.3%
Non-Occupants	580	542	-6.6%
Injured	261,000	242,000	-7.3%
Occupants	218,000	203,000	-6.9%
Non-Occupants	43,000	39,000	-9.3%

Unless otherwise noted, changes in Numbers of Injured are not statistically significant.

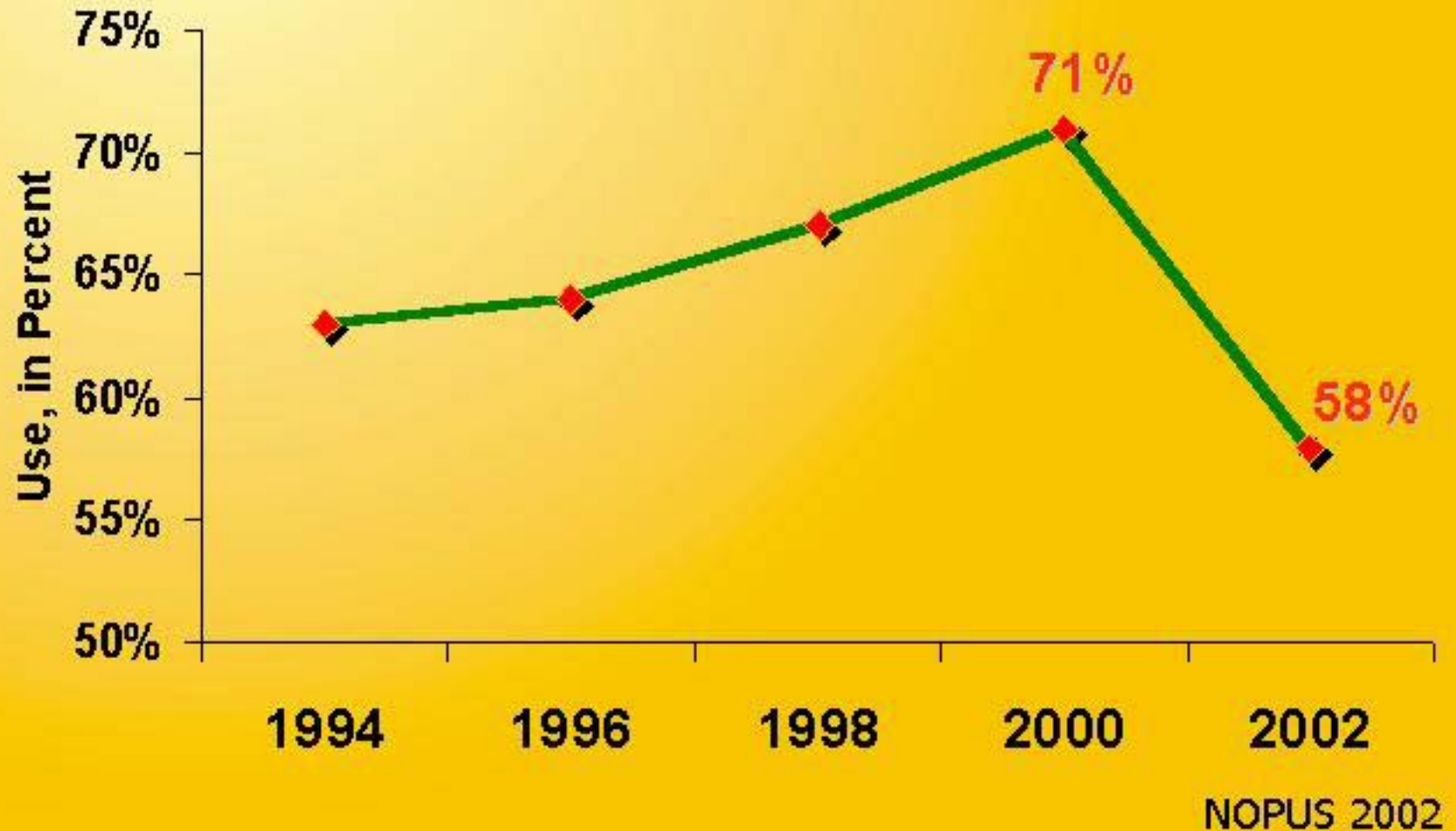
Source: FARS, NASS GES

Motorcyclists Killed by Year



Source: FARS

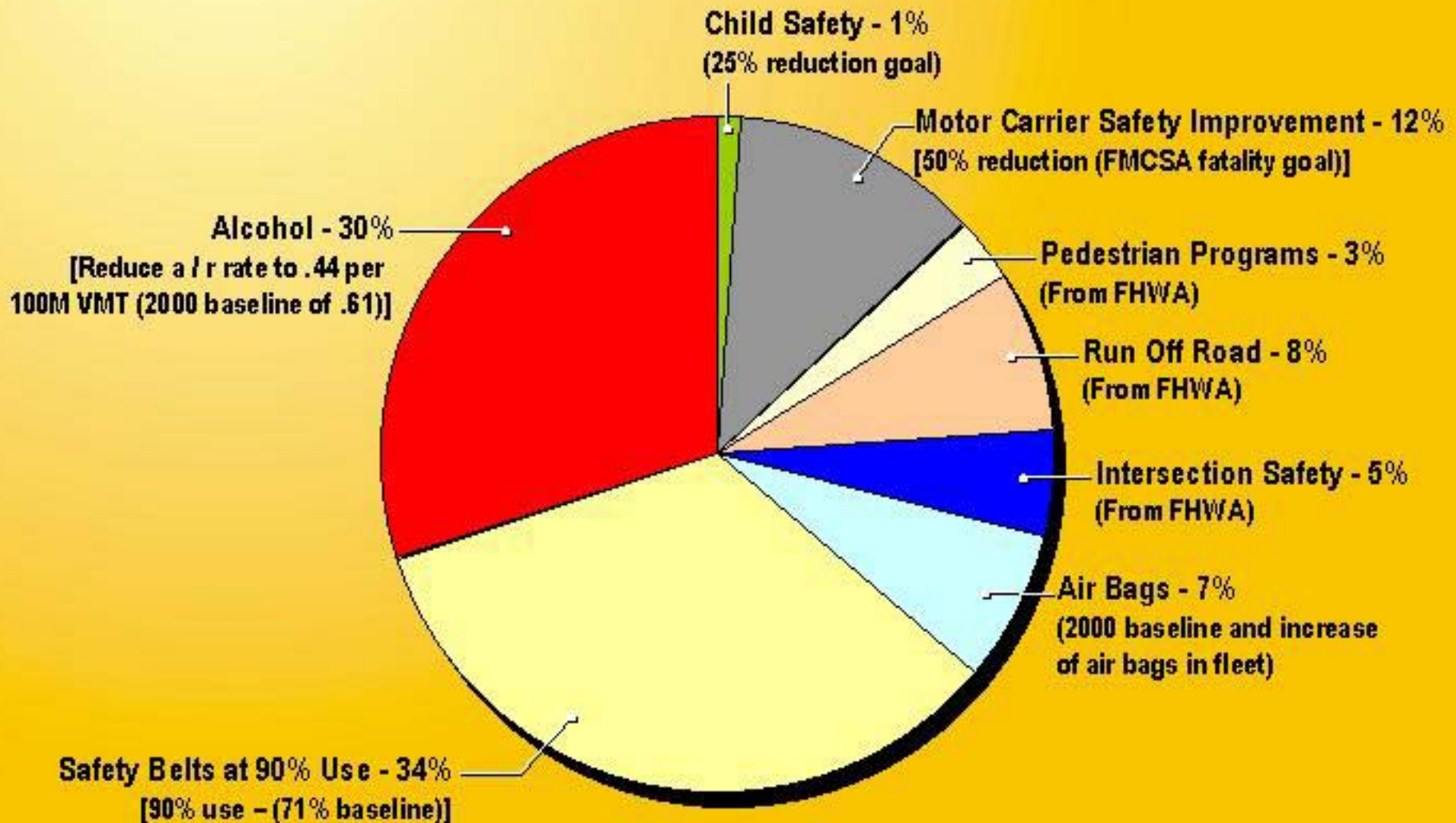
Sharp Decline In Helmet Use



Economic Cost of Crashes 2000

- \$230.6 billion total cost, including
 - \$32.6 billion in medical expense
 - \$81 billion in lost productivity
- 2.3% of U.S. Gross Domestic Product
- \$820 for each man, woman & child
- \$1.1 million avg. cost for critically injured survivor

Predicted Lives Saved by Countermeasures





Priorities for FY 2003

- Seat belts
- Alcohol
- Rollover
- Compatibility
- Data content, timeliness and quality

1.0 Fatalities

per 100M VMT by 2008



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National Highway
Traffic Safety
Administration**

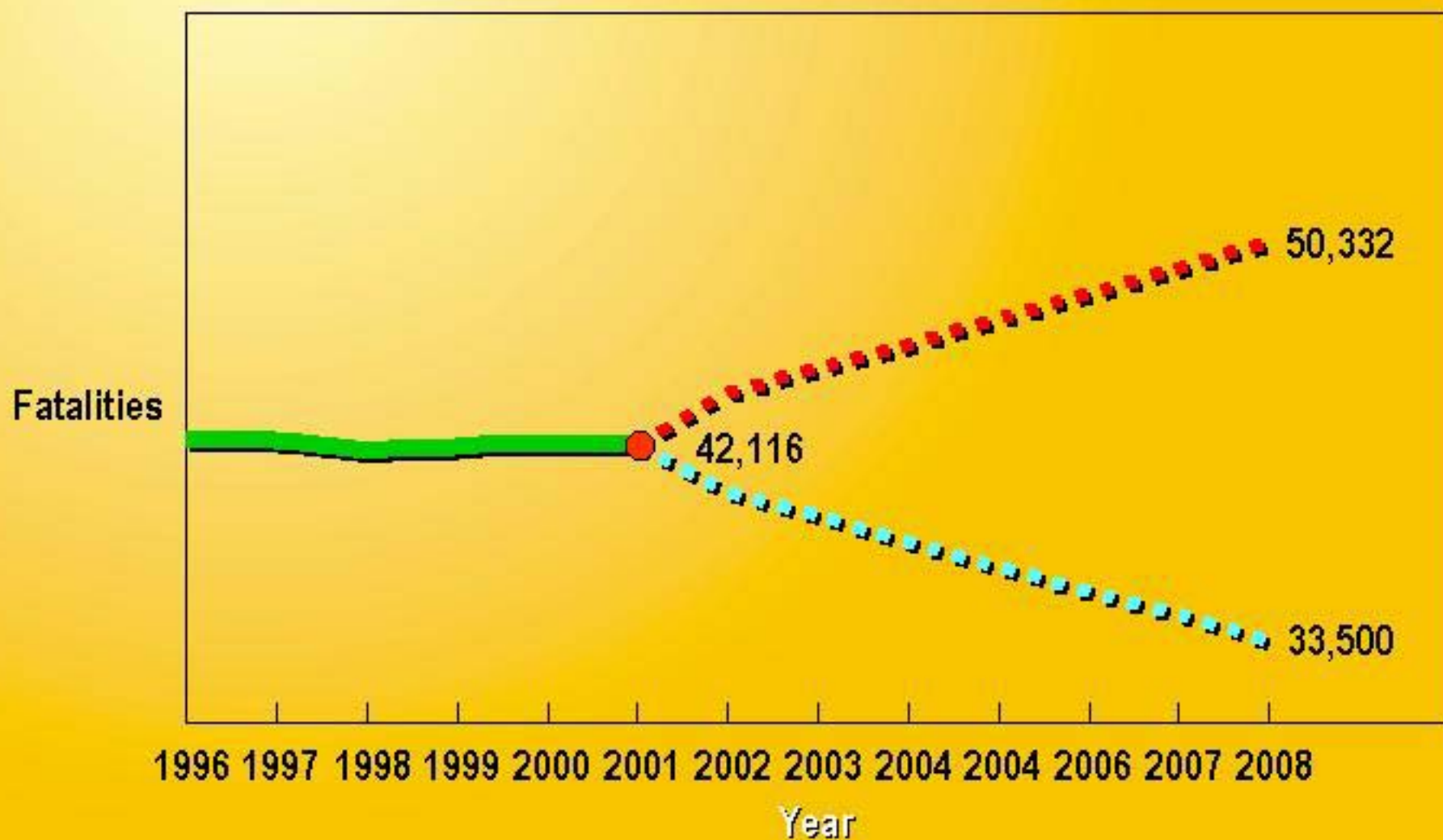


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of Transportation
Federal Highway
Administration**



**U.S. Department
of Transportation
Federal Motor
Carrier Safety
Administration**

2008 Goal is Challenging





Seat Belt Successes

In 2001

- Prevented 11,900 fatalities
- Prevented 325,000 serious injuries
- Saved \$50 billion

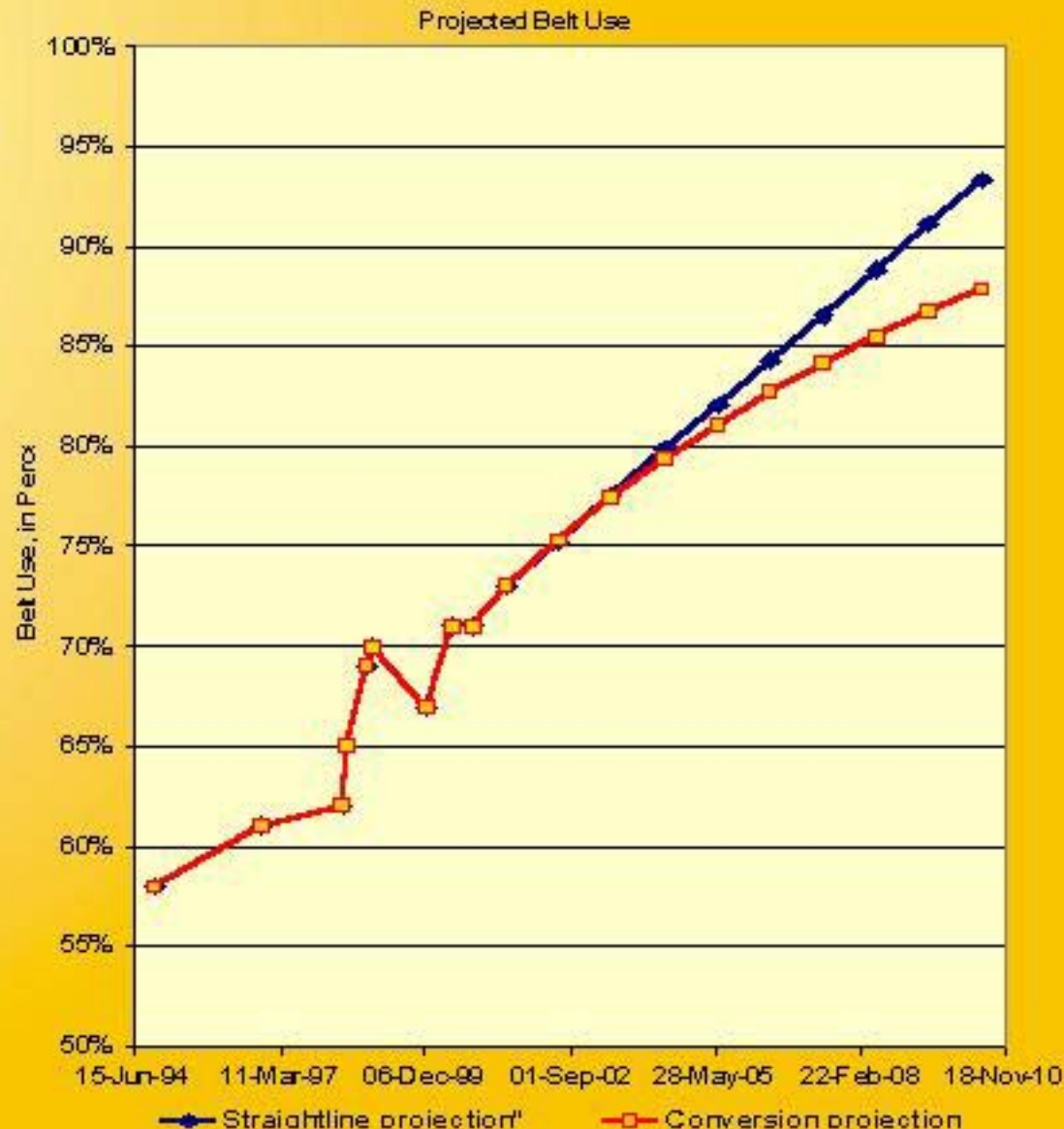


Failure to Use Seat Belts

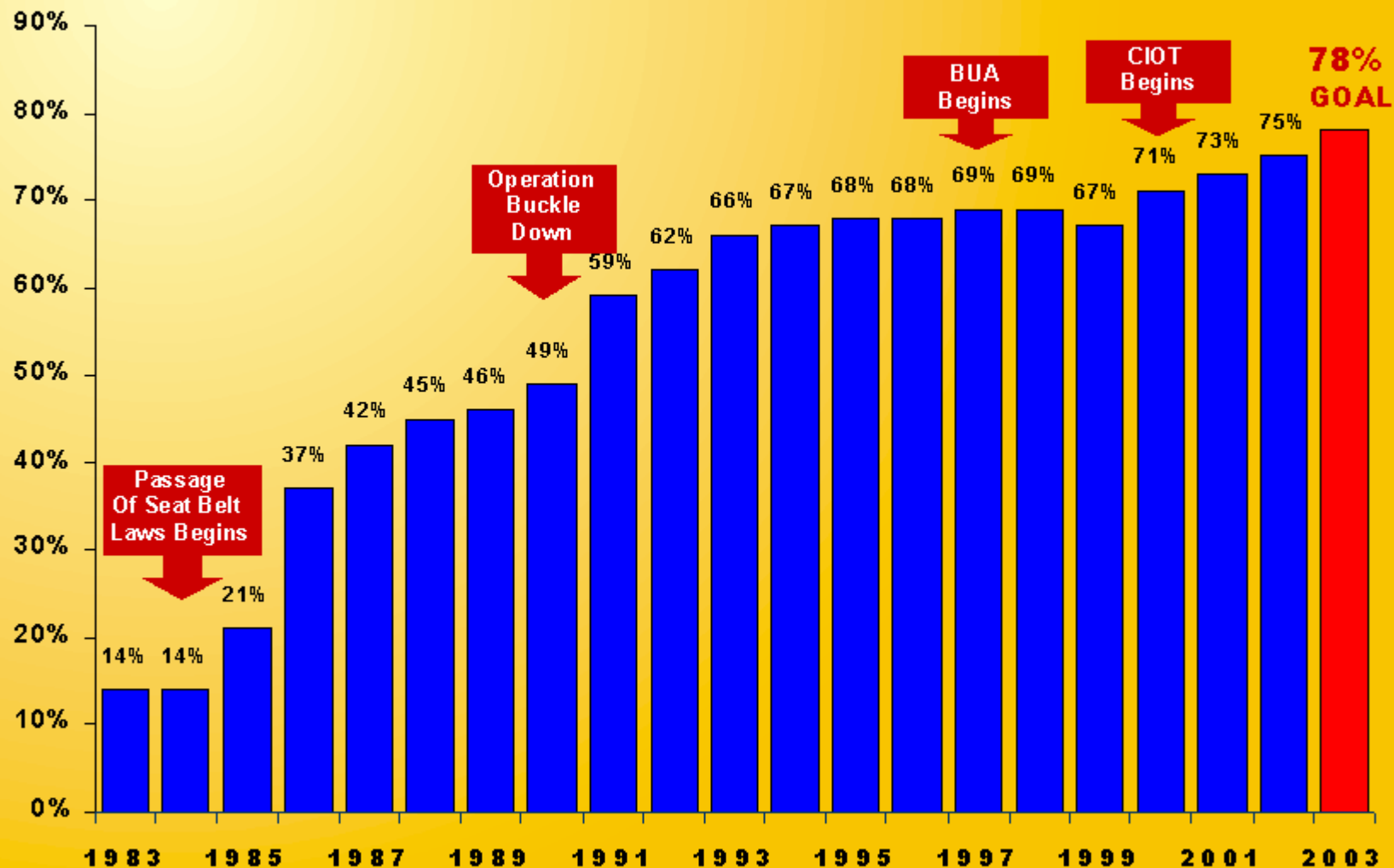
- 9,200 fatalities
- 143,000 people injured
- \$26 billion in costs incurred

Benefits

- For each 1% increase in belt use:
 - 2.8 million more people buckling up
 - 270 lives saved
 - \$800 million cost saved
 - Reduce severity of 6,400 moderate-to-critical injuries
- Belt use at 90%:
 - 6,600 lives saved each year



Seat Belt Use Rates 1983-2003

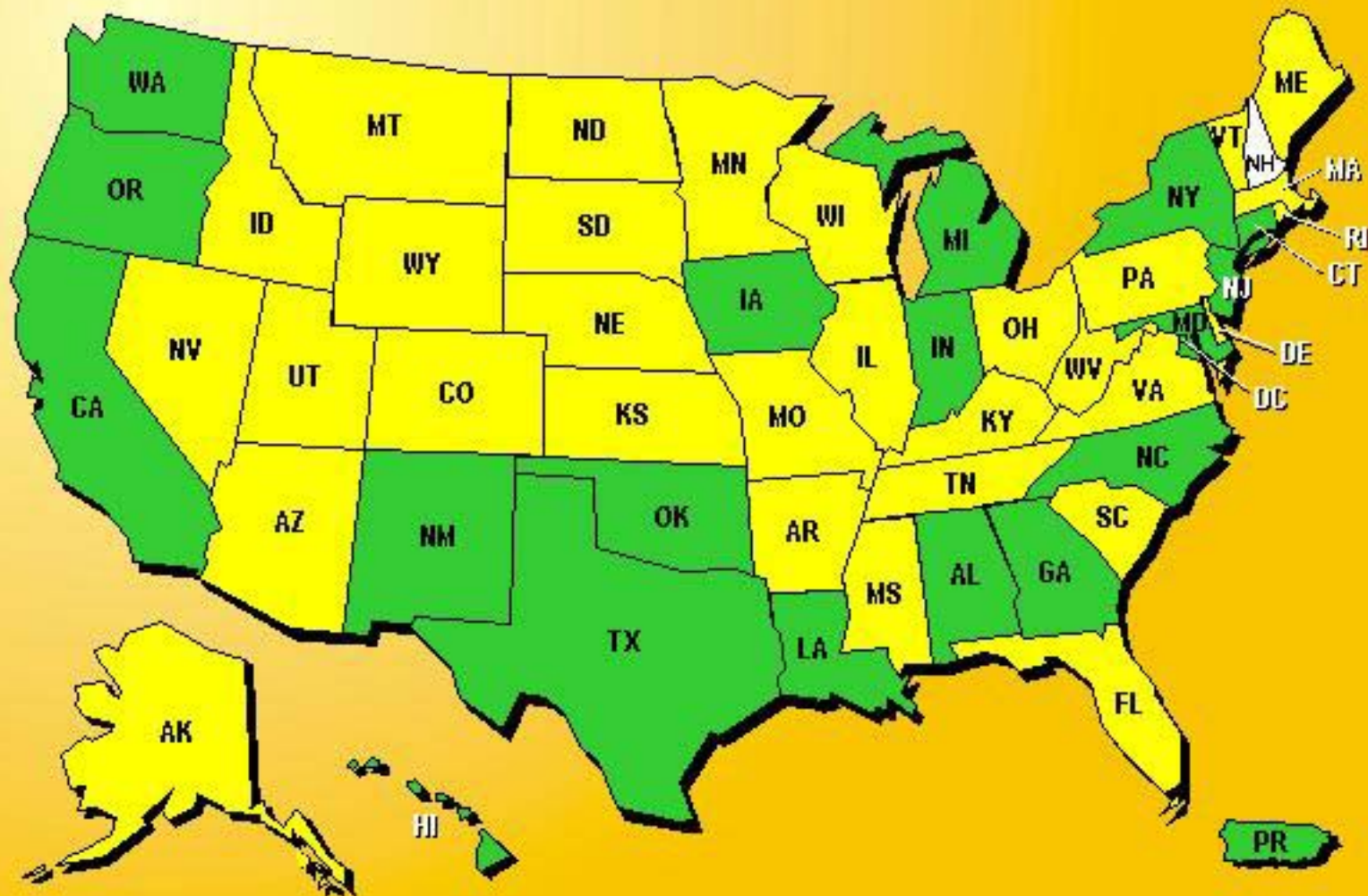


1983-1990 from 19 city survey

1991-1997 from State surveys

1998-2002 from NOPUS/mini NOPUS surveys

State Seat Belt Laws 2002





Belt Use Survey 2002

Overall Usage	75%
Primary states	80%
Secondary	69%
Drivers	76%
Passengers	73%
Passenger Cars	77%
SUVs, Minivans	79%
Pickups	65%

High Visibility Enforcement





2003:

**Getting Serious (again)
About Impaired Driving**

Alcohol Related Fatalities

	Year		% Change
	2000	2001	
Total Alcohol Related	17,380	17,448	+0.4%
Alcohol Fat/100M VMT	0.63	0.63	
% All Fatalities	41%	41%	
Impaired ($0.01 \leq \text{BAC} \leq 0.07$)	2,511	2,515	+0.2%
Intoxicated ($0.08 \leq \text{BAC}$)	14,870	14,933	+0.4%

Source: FARS

Uses New Imputation Methodology

**.53 Alcohol-Related Fatalities
per 100M VMT by 2003**



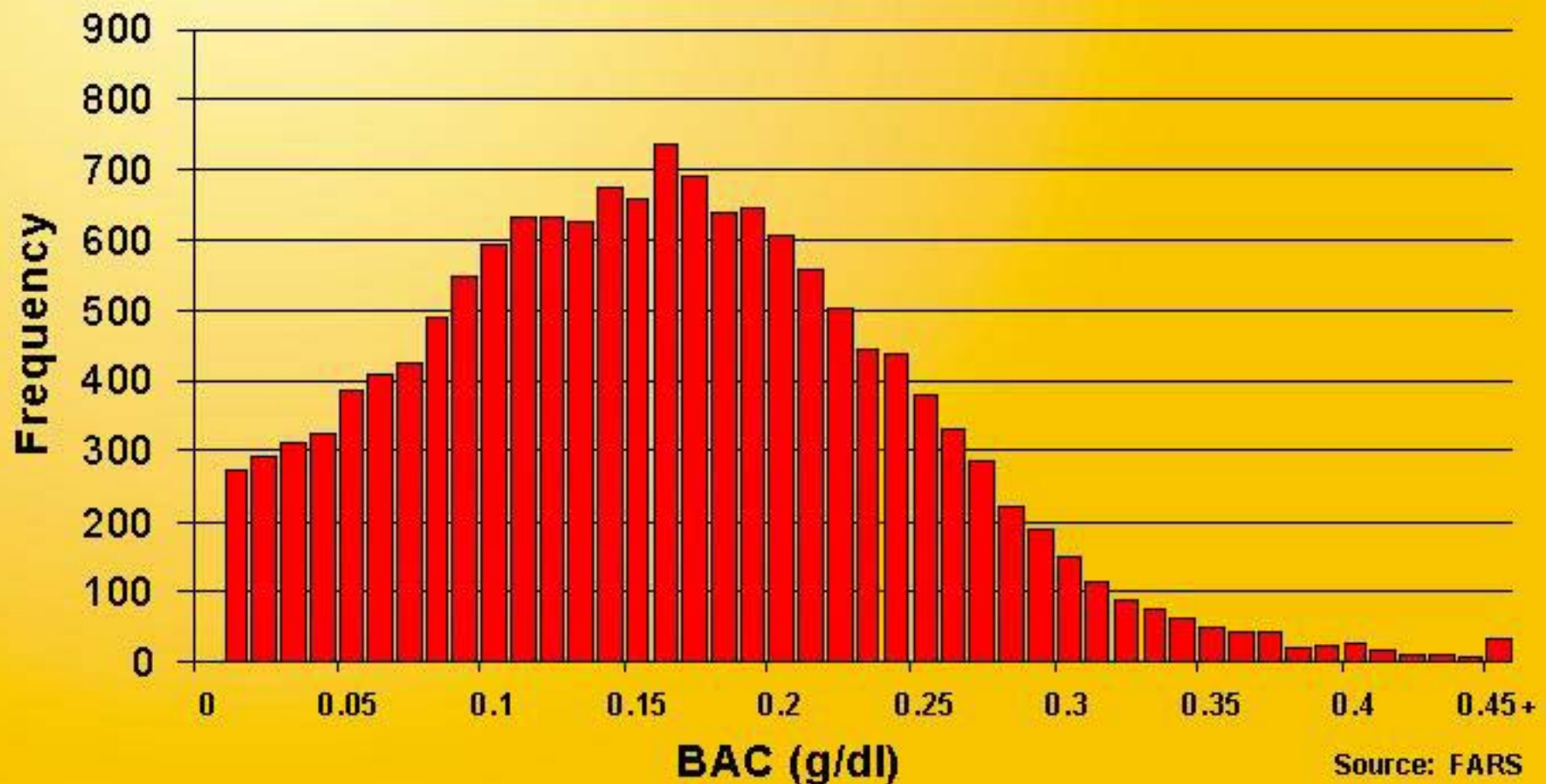
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States with .08 BAC Law



*Kentucky and Puerto Rico have laws that comply with Section 163 requirements in FY 2001. Rhode Island's ".08 BAC per se" law does NOT fully comply with Section 163 requirements.

Distributions of BAC for Drivers Involved in Fatal Crashes (excluding BAC=0), 2000





More to Do

- Strengthen DUI laws
- Improve blood, breath data collection
- Training for judges, prosecutors
- Treatment for drug, alcohol problems



Still More to Do

- Uniform state data
- International harmonization of definitions and reporting



Even More to Do

- Medical professionals training
 - Recognition
 - Screening
 - Brief interventions
- Medical Professionals & Law Enforcement
 - Detection
 - Legal Intervention
 - Evidence Handling



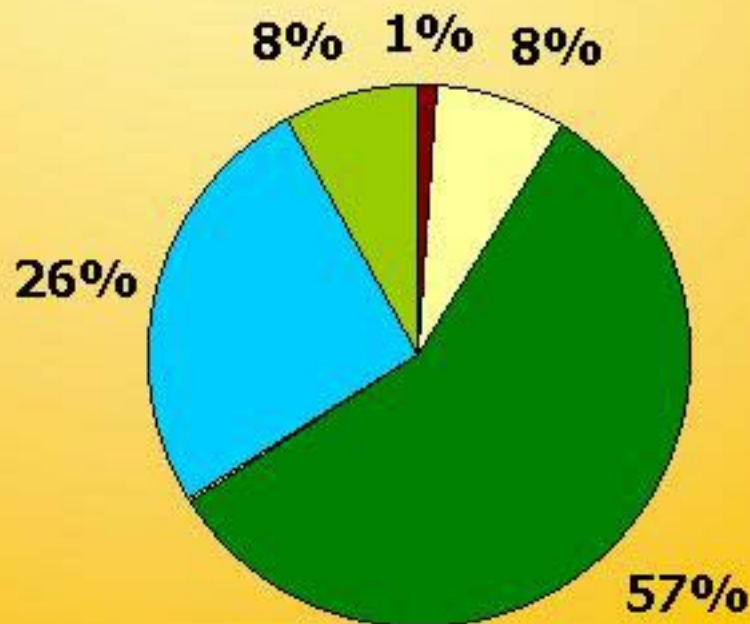
Priority:

Rollover Crashes

Crashes and Fatalities by Type of Collision

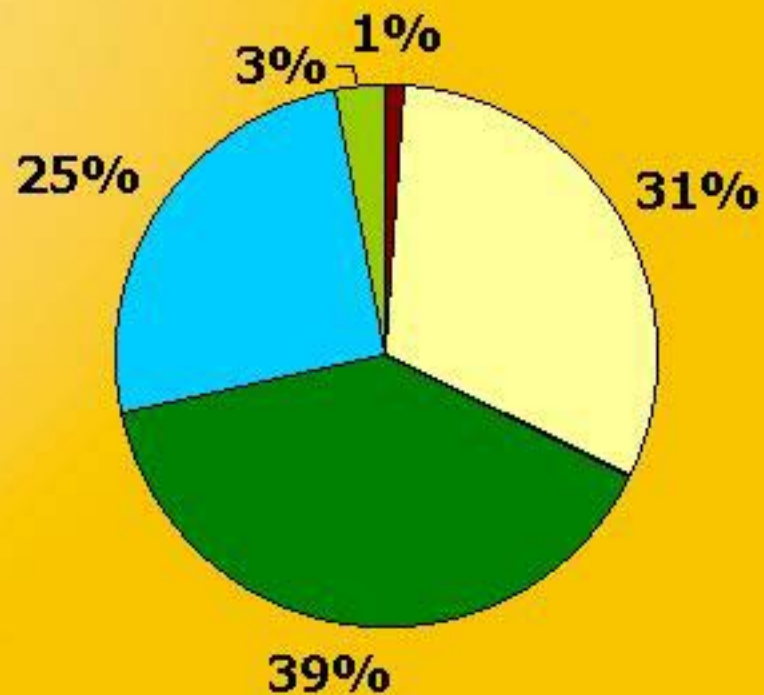
Crashes 1996-2000

3.4 million crashes per year



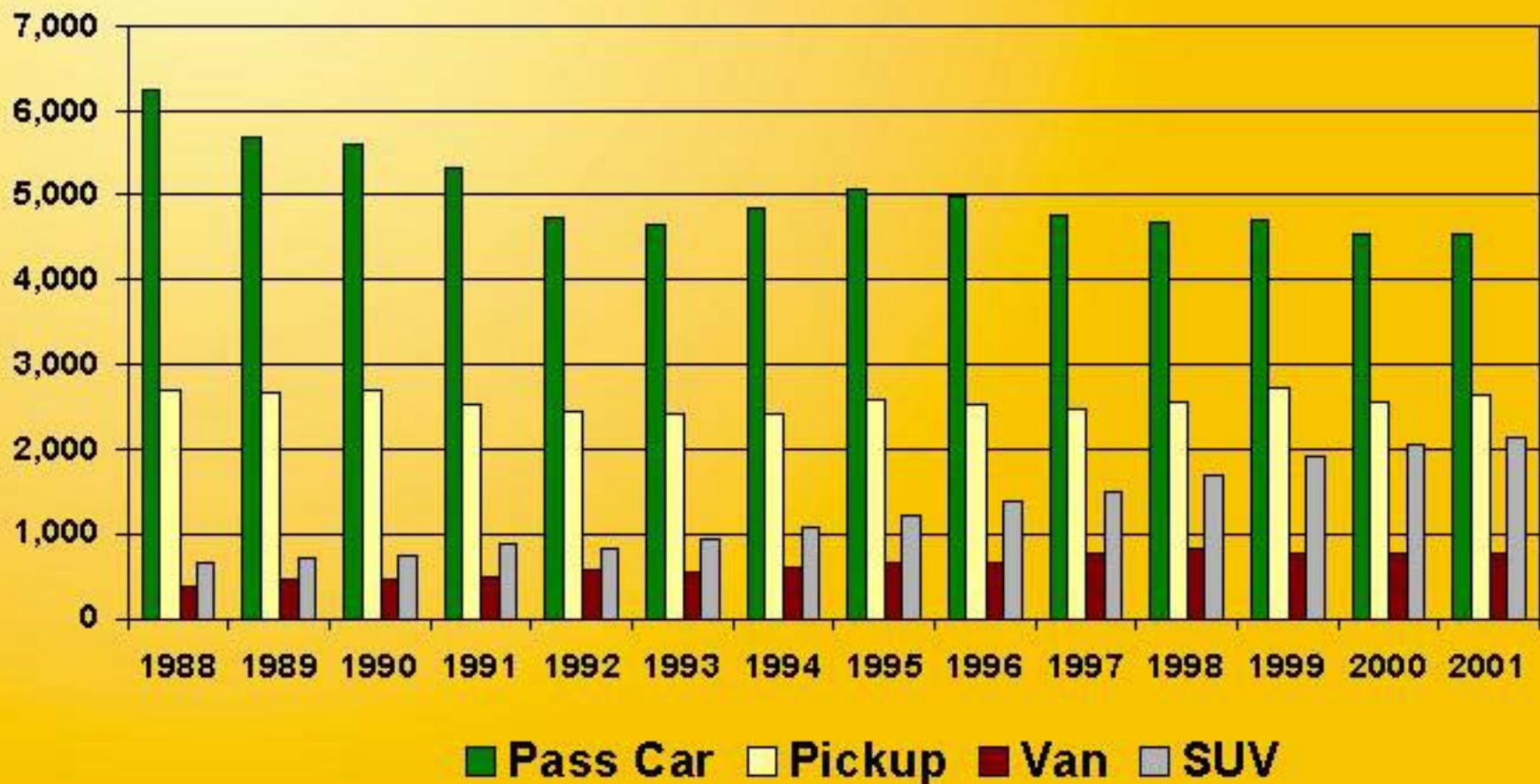
Occupant Fatalities 2000

31,929 total occupants killed



□ Rollover ■ Front ■ Side ■ Rear ■ Other

Passenger Vehicle Occupants Killed in Rollover Crashes, by Year and Type of Vehicle

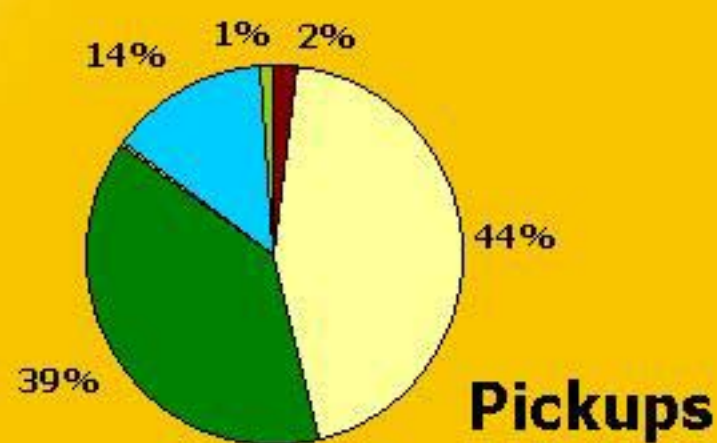
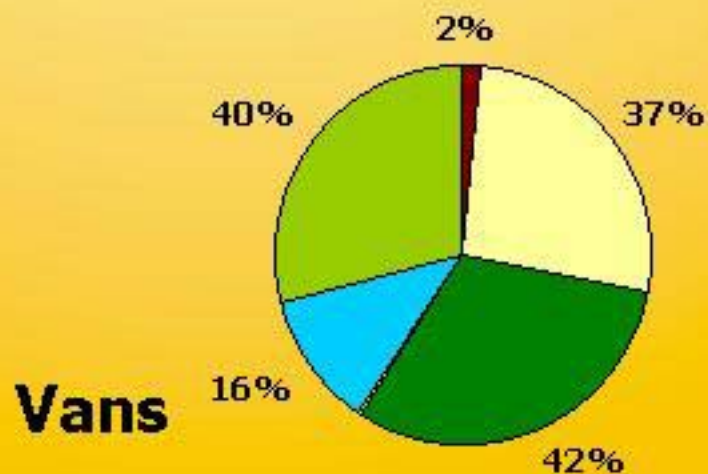
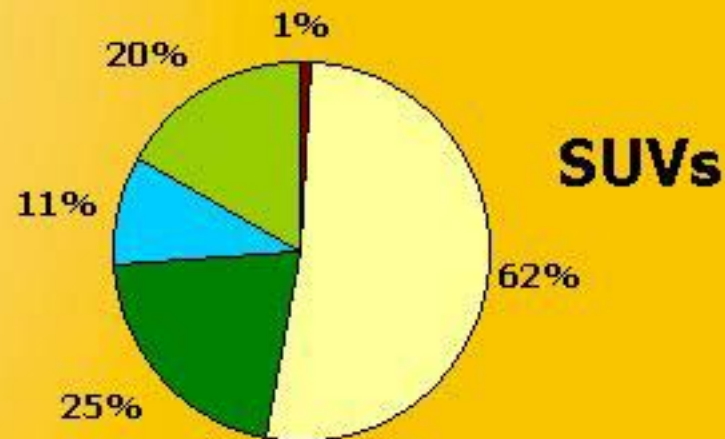
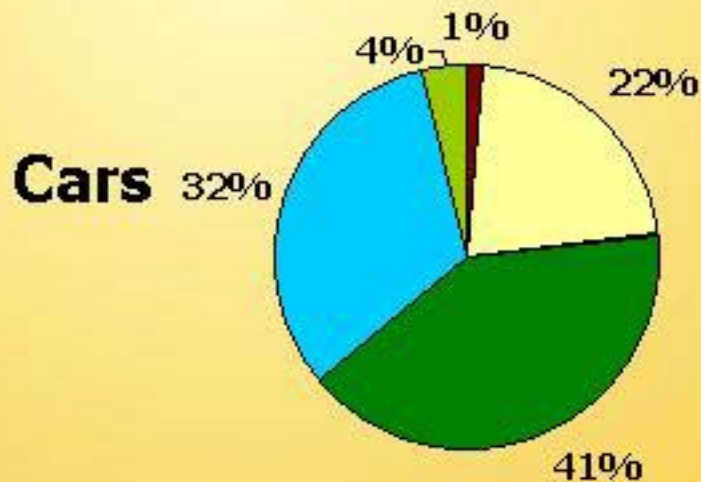


Rollover Rates by Vehicle Type, 2001

	<u>No.</u>	<u>Rate</u>
● Passenger cars	4,294	3.34
● SUVs	2,086	9.46
● Pickup trucks	2,755	7.26
● Vans	716	3.96
● Total	<hr/> 9,851	<hr/> 3.45

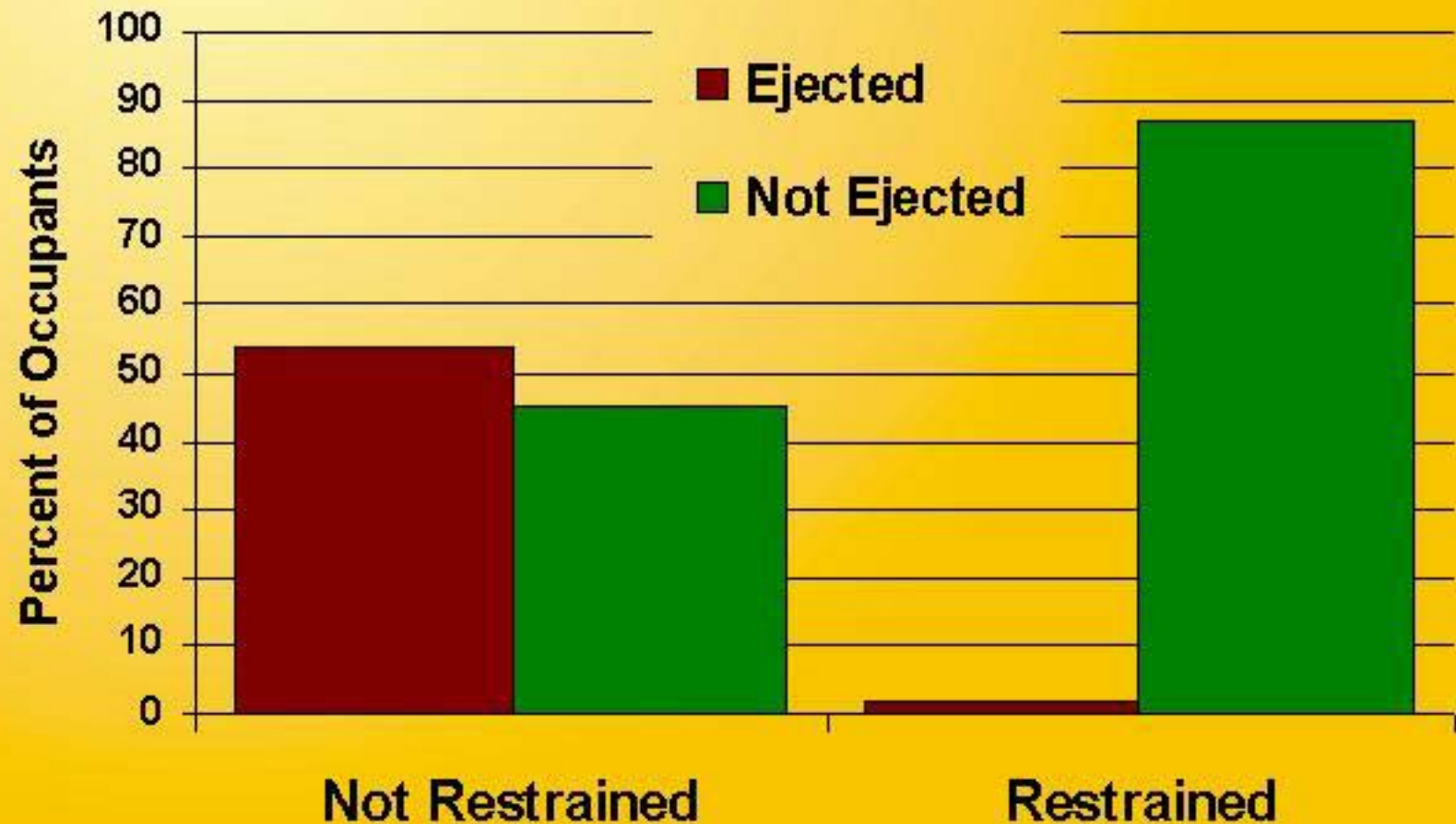
Rate per 100,000 registered vehicles

Occupant Fatalities 2000 FARS

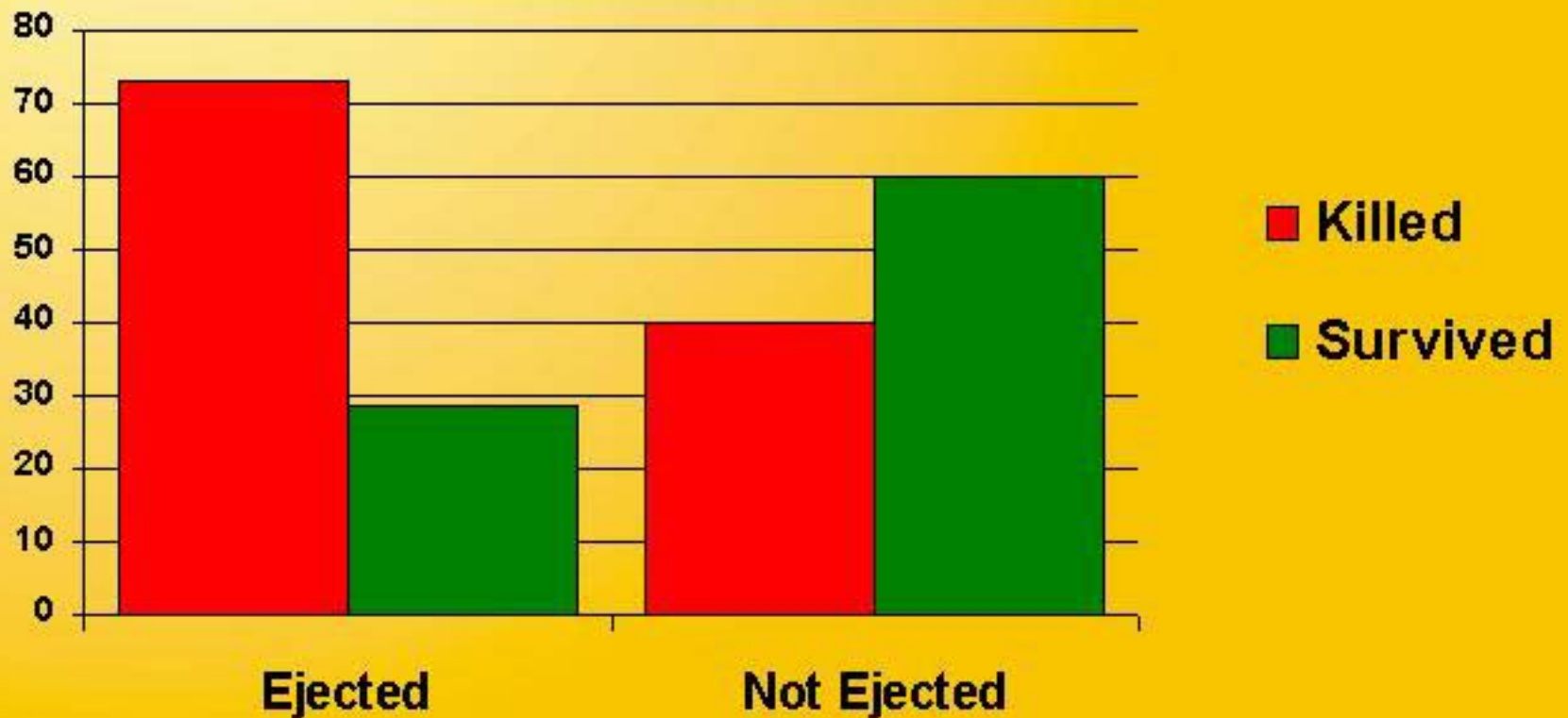


Rollover
 Front
 Side
 Rear
 Other

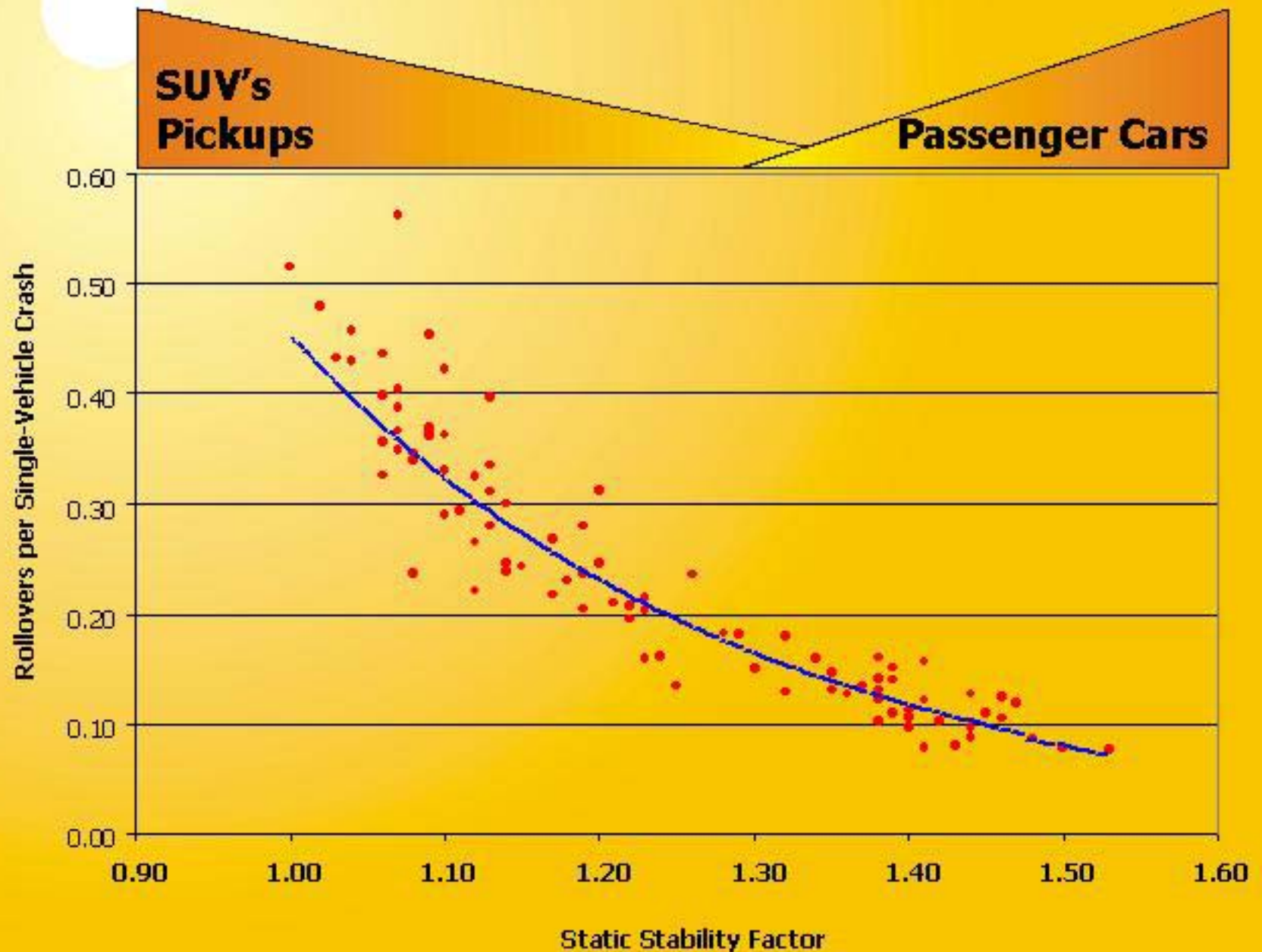
Occupant Restraint Use and Complete Ejection in Fatal Rollover



Occupant Survival and Rollover Ejections



Rollover Resistance in Actual Crashes





Next Priority:

Vehicle Compatibility



"You just parked on a Saturn"

The New Yorker
Feb 11, 2002



Driver Fatality Ratios in Frontal Crashes

Full Size Van



1:6.0

Full Size
Pickup



1:6.2

Sport Utility
Vehicle (all)



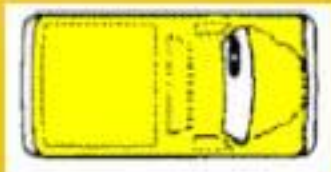
1:4.3

Minivan



1:2.6

Compact
Pickup



1:2.6

Driver Fatality Ratios in Side Crashes

Full Size
Pickup



1:26.1

Sport Utility
Vehicle



1:16.3

Passenger
Car



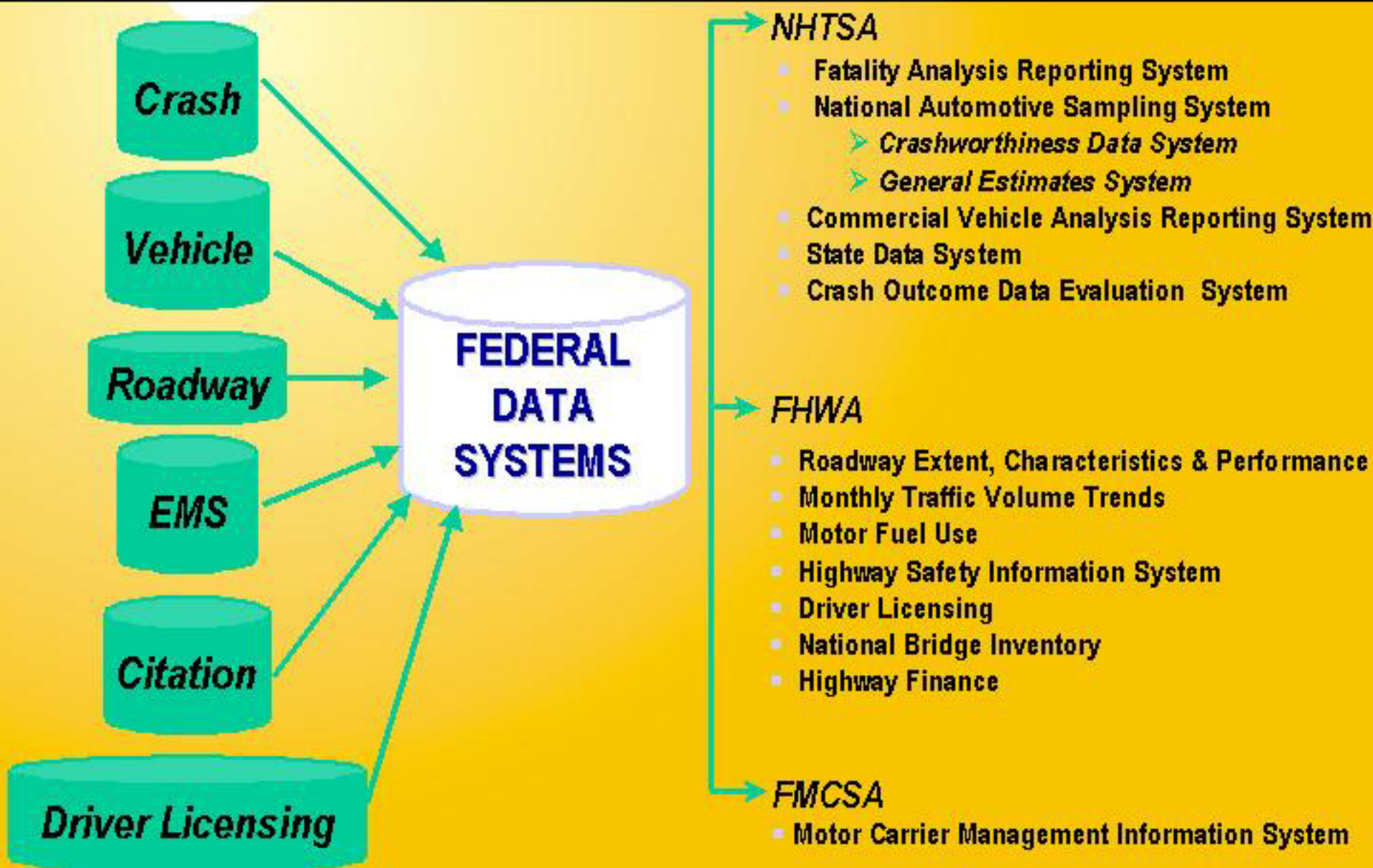
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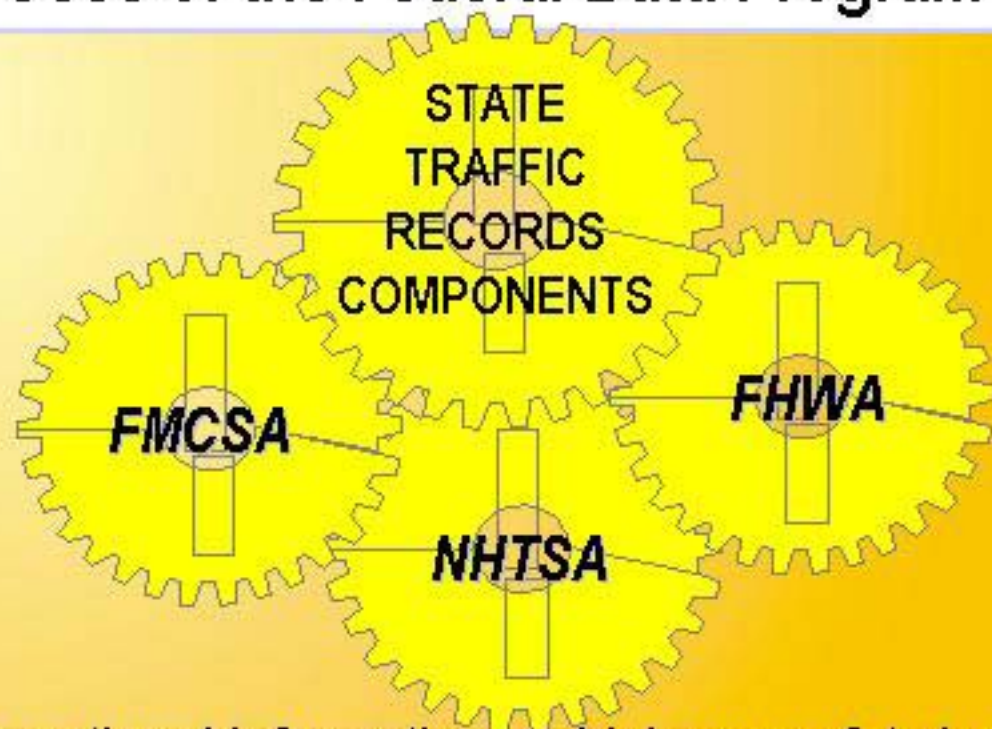
Next Priority:

Data Improvements

State Traffic Records “Feed” Federal Data Programs

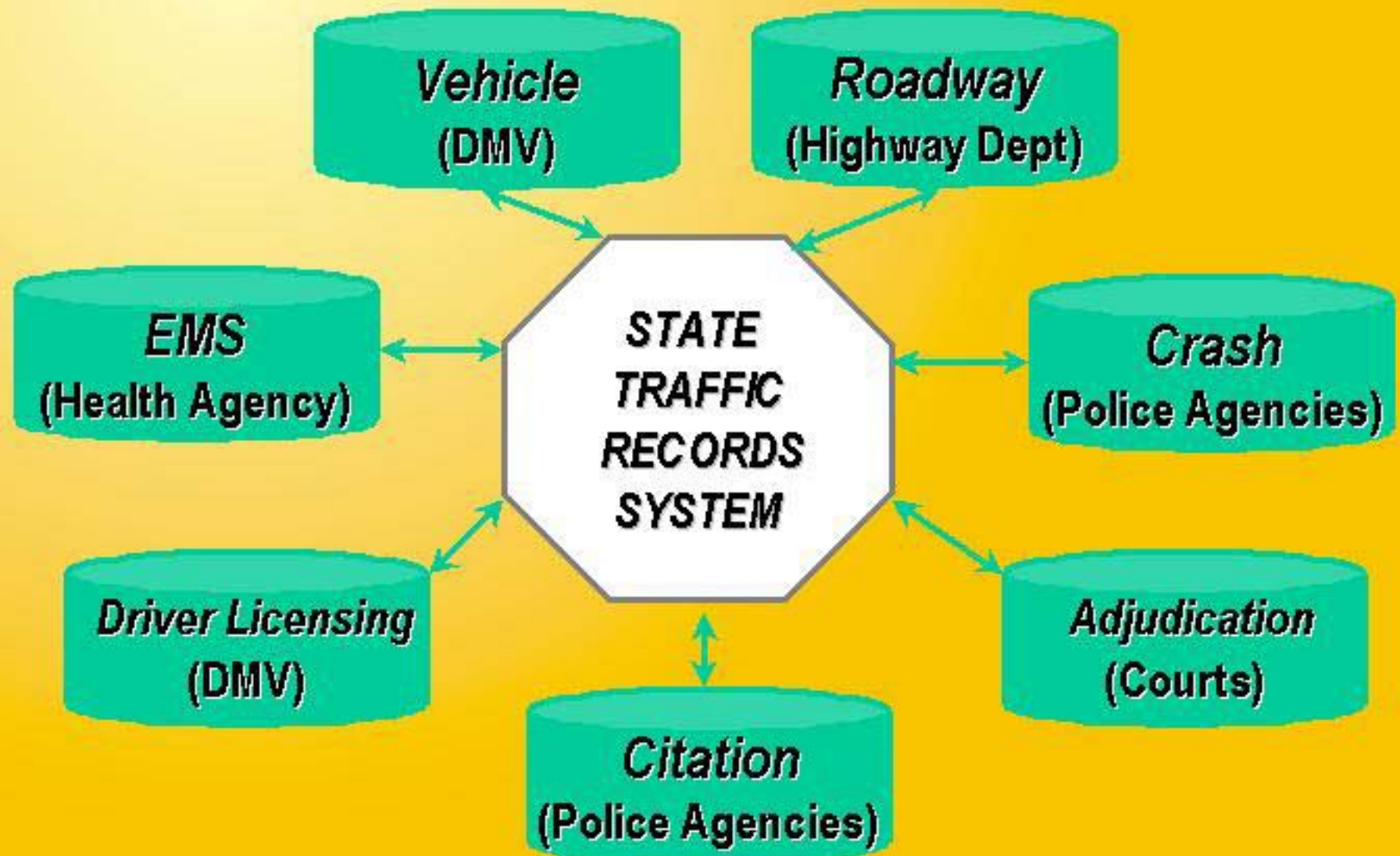


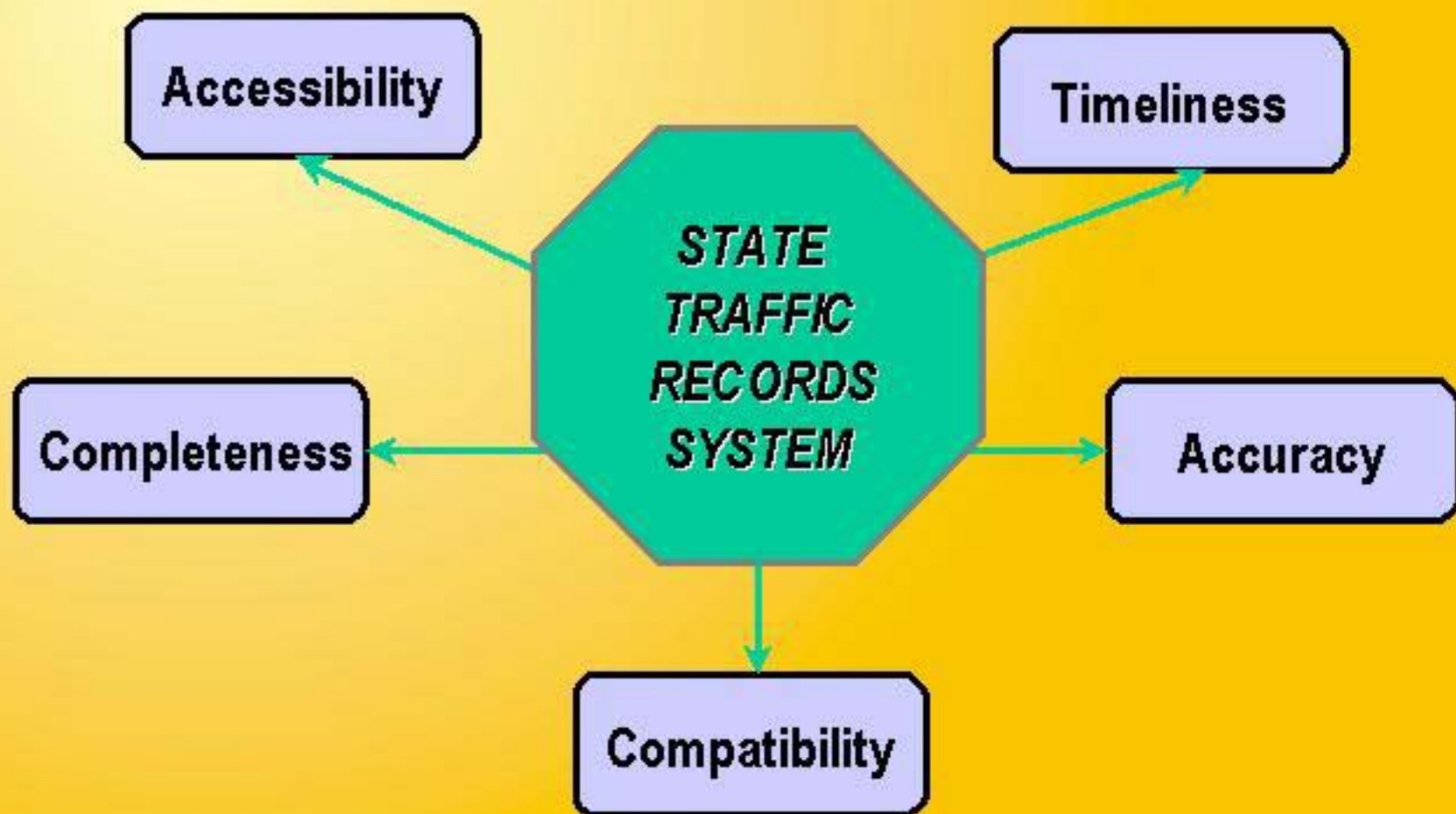
Uses of the Federal Data Programs



- ✦ Provide national information on highway safety issues
- ✦ Evaluate progress of specific programs
- ✦ Perform problem identification (vehicle, behavioral, roadway)
- ✦ Evaluate and monitor safety equipment utilization
- ✦ Evaluate countermeasure effectiveness
- ✦ Support National Security (Drivers Licensing)

Improvement Needed In State Traffic Records







TEA-21 Comments:

www.fhwa.dot.gov/reauthorization



People Saving People

www.nhtsa.dot.gov

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